

SMOG-BUSTING AND RAIN-MAKING WITH ETHERIC ENERGY TECHNOLOGY

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Editor's Note: Trevor James Constable, who was born in New Zealand in 1925 and migrated to the United States in 1952, was in the merchant marine—in NZ, Britain and the USA—for nearly half a century. He developed a method of weather manipulation called Etheric Rain Engineering, which expanded on Dr Wilhelm Reich's Cloudbuster technology. He is well known as the author of *The Cosmic Pulse of Life (1975)* and a number of books about German and Allied fighter pilots of World War II. In his investigations of unusual phenomena, he has photographed UFOs as well as huge plasmoidal aerial creatures which he calls "critters".

Trevor Constable is Chief Consultant with Etheric Rain Engineering Pte Ltd, based in Singapore (see website <http://www.ethericrainengineering.info>). The following paper from ERE highlights several of Constable's etheric weather engineering projects.

This specially prepared Internet report is the first time that the historical work-up to 1990's Operation *Clincher* has been presented for the world public. While Etheric Rain Engineering Pte Ltd of Singapore no longer offers dedicated smog abatement contracts, the corporation may, in certain circumstances, make the technology available gratis to governments contracting for rain engineering operations. The extreme simplicity of the technology and the impossibility of protecting that technology via patents or other security measures precludes smog contracts as a practical matter.

ERE's predecessor groups were spectacularly successful against southern Californian smog in the 1987–90 period. Pre-notified etheric engineering operations against metropolitan smog began in 1987 with the pioneer project, Operation *Victor*. Prior to *Victor*, convincing evidence of the power of vertically acting etheric vortices, together with practical experience in their use, was obtained at sea.

Operation *Clincher* in 1990 was thus the result of lengthy, hands-on experience in using etheric force in a vertical format. In no sense was *Clincher* a fluke or a spurious, sudden entry into the smog scenario. The statistical record for 1986–1990 proves this decisively. The 14 stations used in *Clincher* could easily today be increased to 50 or 100 stations to wipe out this health-wrecking scourge. One per cent of current smog-control budgets would finance such an effort.

The truth is that political, bureaucratic and financial forces are heavily invested in smog, and exploit smog economically, financially and politically. This racket depends for its existence upon the lie that there is no effective technical answer to smog, only immensely expensive, marginally effective "projects" extending endlessly into the future. By contrast, presented here in their proper context are the practical and theoretical precursors to Operation

Clincher, the most successful of all ERE weather engineering operations since 1968. *Clincher* demonstrates an inexpensive, effective answer to the world's smog problems.

Development of the "Flying H"

Development in the mid-1980s, on a high-seas ship, of "Flying H"-type units occurred synchronously with operational divorce from water grounding. Historical photographs on ERE's website of typical Flying H units reveal them as a side-by-side, H-type central mounting of a pair of resonant tubes on a common axle.

Maritime testing of the Flying H began with manual rotation of the tubes, and provided proof of concept. Operations at sea established the need for a small but rugged AC gear motor to provide steady rotation in the frequent high winds of the ship's flying bridge. A powerful modern ship making 22 knots into a 25-knot headwind effectively has a full gale on its flying bridge. This was often the case on SS *Maui*.

Once technical development departed from fixed, multiple-array, rack-type installations and classical Cloudbusters into equipment incorporating rotating components on a motor-driven axle, many new approaches suggested themselves.

Action is the crucible from which new designs emerge. The relative lightness and flexibility of the Flying H units invited mobility. Having these rotating units mounted on a fast ship made it easy—and natural—for such equipment to describe typical spinning wave or *kreiselwelle* forms in the ethers as the ship moved on its gyro-stabilised courses. Tentative new designs could be worked out and then fabricated and tested on site in a pristine environment. Their practical value would be determined experimentally.

The extensive operations that followed development of the Flying H soon showed that radically different equipment designs had moved our infant art into dynamic new domains of action and results.

We had entered the revolutionary era of biogeometric forms as a means of influencing etheric action.

The "Spider" Unit

This new epoch of rotating components soon extended to the development of "Spider"-type units, which were a logical outgrowth of the Flying H. The latter was essentially a horizontally influential device. "Spiders", by contrast, would work by generating vortices in the vertical plane.

Original experiments along this line were carried out with vertical operations using the tested, tried and true "cone guns". These early, waterless derivatives of the original Cloudbuster technology married golden-section metal cones to resonant PVC tube lengths. They were effective, but clumsy and awkward on shipboard in vertical use. Vessel motion added physical hazards. Simplification and stabilisation were achieved by dispensing with the resonant tube section and increasing the number of cones employed. This is how the classic "Spider" units were developed.

Their mode of operation was to direct the apices of the

mechanically rotated cones upward from the ship's deck toward the zenith. Any desired angle from the vertical could be engineered into the design. Infinite adjustment of these angles was provided in some designs. The cones could even be directed horizontally at their minimum adjustment.

The operating theory was based on a known etheric property of the cone: that structure's ability to project a coherent beam of ether from its apex. Many people of even moderate sensitivity can detect this subtle radiation with the palm of a hand. The late, internationally noted dowsing master, Reverend Verne Cameron of California, was able to detect the coherent beam from a cone apex at a distance of several miles. The maximum range of the beam emitted from the cone apex has not yet been established.

Creation and maintenance of the beam "out of nothing", by a geometric form alone, fundamentally challenges conventional concepts. No fuel or power source is required to establish and maintain the beam of etheric energy.

Vortices at Work on the High Seas

A Spider unit, mounting two, four or six cones in a circle around its perimeter, directs that number of subtle beams of etheric force upward, stirring the surrounding, moving ether to encourage vortex formation. The generation of such vortices is continuous as long as the Spider rotates. When the Spider is mounted on a moving ship, its action is greatly enhanced on some courses by the unit's own motion over the surface. Such a functioning Spider will trace the *kreiselwelle*, or spinning wave form(s), in the ether.

Objective effects are undeniable. Chief among these is the ability in totally overcast conditions to tear away this cloud cover above the ship right through to blue sky overhead. The water vapour thus removed from the zenith descends via vortical action to the local horizon in a dense, doughnut-type ring all around the vessel. This cloud ring and the opening torn through to blue sky above move with the vessel over the ocean surface. These effects have been visually observed many times with radar confirmation, and an excellent daylight video example is found in the publicly available videotape, *Etheric Weather Engineering on the High Seas*.

In night-time replications of this technique, radar shows the moving vessel to be surrounded by a ring of highly active rain squalls, about 10 to 12 nautical miles in diameter. This entire rainy system, created by the Spider, moves synchronously across the ocean surface with the ship, sometimes for hours at a time. If the Spider is shut down, the ring of squalls soon dies. In normal operation, as that portion of the ring of squalls being left behind continually fades out astern of the vessel, fresh squalls materialise ahead to maintain the ring around the ship.

The objective reality of these happenings is compelling, especially when they are observed for extended periods as stable phenomena. A video example of this type of activity, at night and on radar, is also found on the video, *Etheric Weather Engineering on the High Seas*.

Implosive vortical action induced by the rotating cones entrains moisture as its contractive force thrusts down toward the ocean

surface. This vortical action reinforces the natural, normal, nocturnal motion of the chemical ether back into the earth from the atmosphere—a daily occurrence that does not produce this patterned activity without the Spider's intervention. Hence the strong rain squalls.

This astonishing activity is brought about with no chemicals of any kind, no electromagnetic radiation, and no electric power beyond that driving the small rotational motor. The overall happening is an evidential avalanche. The chemical ether "speaks" thus, in its own language, a whole new fabric of natural law awaiting mankind's intelligent, cooperative touch.

During this break-in period with the Spider in 1986–87, objective effects were produced on an even greater scale. The North Pacific "high" is more or less a meteorological fixture in that part of the ocean. Millions of square miles are usually involved in this blanket of relatively tranquil, high-pressure atmosphere. Judge our astonishment when, during these vertically active tests, we found that anomalous, sharp little "lows" suddenly started appearing near our positions on faxed US Navy and US National Weather Service

surface analysis maps. The indications were that these strange little systems had migrated from our ship's track and were suddenly appearing in the middle of an almost inconceivably vast mass of high-pressure atmosphere that ruled a million square miles or more. These "implanted" mini-lows were appearing in sufficient strength and size to be observed and reported by surface ships and satellites.

This practical experience of a subtle etheric force that definitely worked physically led to theories as to how this action could be applied to some useful

physical goal or purpose. A practical, beneficial value to humanity would be ideal. Further, wider use of etheric force for human advancement might well ensue.

Experience and Speculation

Linkage already existed in nearly two decades of our shore operations to a modern problem with serious negative impact on humanity: smog.

Our experience since 1968 in southern California had repeatedly demonstrated that etheric rain engineering operations definitely reduced air pollution levels in the region, without any intention to do so on our part. This smog reduction occurred adjunctively to etheric rain engineering operations, whether or not rain was actually produced. A "side effect" is how physicians would describe this smog-reduction capability.

Furthermore, Dr James O. Woods and Trevor J. Constable had on several occasions out of curiosity directed large, water-powered rack units from Thousand Palms Oasis to the west through the Banning Pass and into the Los Angeles Basin. To our stunned astonishment, a heavy stench of smog and auto exhaust pervaded the pristine oasis area within a few minutes. Our action had physically moved smog constituents 50 to 60 miles eastward into the lower Mojave Desert, almost instantly! There was thus a demonstrated technical link between etheric engineering and smog.

This was verified by other, kindred experiences. With the heavy, cumbersome, water-powered equipment we relied on in those times,

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we could think out no feasible method for pursuing these findings. They were therefore tucked away in our memory banks for a later time. That time arrived with the Spider.

Maritime experience with the Spider had demonstrated convincingly that etheric vortices could be generated from a moving ship by these devices. We already knew there was a connection between the chemical ether and smog. Might it then be possible, perhaps, to generate implosive vortices in the Los Angeles Basin with Spiders operating at fixed bases? An implosive vortex entrains matter within its influence and drives such matter toward the vortex point. In a high-seas format, the matter within its influence was atmospheric water vapour. That is how we saw those rings of squalls surround the SS *Maui* and accompany the ship across the Pacific.

While it was highly unlikely that similar operations from fixed shore bases in the semi-arid southern California area would produce squalls, the generation of milder vortices in such a dry climate might well have a beneficial and cleansing effect on the regional atmosphere around Los Angeles. Etheric vortices engineered there might entrain the airborne particulate matter that is integumented in smog and drive it back to the earth, producing significant air pollution reduction. This seemed worthy of further practical exploration.

In the fixed-based format on land, there would be no reinforcing influence from vessel velocity. We would be dependent entirely upon the native movement of the ether itself, passing through the vicinities of the emplaced Spiders.

We already knew this motion to be continuous, based on the outline of the Earth's ether economy provided by Dr Guenther Wachsmuth in his monumental

Etheric Formative Forces in the Cosmos, Earth and Man. Dr Wilhelm Reich's brilliant pioneering work with Cloudbusters in the 1950s left no doubt about the existence of a west-to-east flow of orgone energy (etheric force) in the northern temperate zone. In the eastern North Pacific, we ourselves had dammed up this west-east flow hundreds of times to engineer rain. We recorded the entire process unequivocally and often on irrefutable time-lapse video. The existence and accessibility of this flow were thus as firmly established with us as our own heartbeats.

A rational expectation, based on our maritime experience, was that vortices stirred into this etheric flow by the action of the Spider(s) would move in strings "downstream" in the ether flow, away from Spider sites. They would possibly influence implosively the physical atmosphere in those regions—east of the Spider sites. In the fashion of vortex behaviour, they could be expected to grow larger and weaker with distance, but would they travel far enough over dry land and have sufficient influence to be physically and statistically evident?

Operation Victor, July 1987

This was the chain of reasoning, theory and experience that brought us to the summer of 1987. Driven by the motto that only results count, we faced the Los Angeles July climate for our test of Spider-type units as smog-inhibiting devices.

Fortuitously, we found ourselves cheek-by-jowl with the most ambitious smog observation, monitoring and study project ever run

by the California authorities, and probably unique in the entire world. This was a comprehensive program organised and funded by the California Air Resources Board in Sacramento, with a budget of US\$10 million. Dozens of smog scientists were brought to southern California from all over the US and from other countries. These professionals were set up in numerous observation and collection bases at key sites in the four-county South Coast Air Quality Management District (AQMD)—the largest and filthiest such district in America.

This was a stroke of good fortune for us. If our humble little project, essentially limited to the month of July, were to be successful, then such a detailed smog monitoring project would show our influence unequivocally. We were elated to know that smog observations of unprecedented detail and complexity would be carried on by the State of California during *Victor*. Were we to fail, then our impotence would show statistically and objectively, and would justify abandonment of such smog operations in future.

Budgeted at a penny-pinching \$4,000, our Operation *Victor* would utilise only three Spider-type stations for the month of July.

The main installation was on Point Fermin, the southernmost tip of Los Angeles, on the Pacific Ocean. A second installation at Tustin, California, was close to the middle of the LA Basin, and the third was at Fort Zinderneuf in Desert Hot Springs on the edge of the Mojave Desert. These stations were equipped with hybrid versions of the evolving Spider, but all three units worked upward to initiate vortices in the ether.

The *Victor* documentation was filed in advance of commencement with the National Oceanographic and Atmospheric Administration of the US federal government.

The scenario that unfolded in southern California in July 1987 strained credulity even among ourselves, poised as we were for positive results. Numerous weather and smog records were broken.

The prototype Spider we had emplaced at Point Fermin produced a drastic reduction in temperatures for most of the month, and the signature of its influence was evident in satellite water vapour photos and 500 millibar charts broadcast on TV and eagerly videotaped by us.

Cold air came rushing down right to Point Fermin from Canada, day after day. The atmosphere in the Los Angeles Basin was crystal clear. Video clips survive in our files of TV weathermen raving about the pristine visibility and clean air, and pointing excitedly to the January-in-July behaviour of the cold Canadian air diving down to Point Fermin, our main operating base.

Smog scientists in the state project were meanwhile struggling to find sufficient smog to justify their US\$10 million presence. There wasn't sufficient smog available for them to gather statistically valid or useful samples. This small army of professional people was accordingly sent home before the end of July. This humiliating abandonment of the smog project was also covered on TV. Compelling proof had been provided, documented by the State of California, that our generation of implosive etheric vortices would indeed reduce southern California smog.

The month of July 1987 stood out for low smog readings within the 1987 season records, while smog overall for the six-month 1987

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season took a striking 16.6 per cent drop from 1986, down to a new all-time low!

A significant footnote, with *Victor* concluded in July, was that smog returning with a vengeance in August. The banished smog scientists were then brought back for another study try.

Victor, for us, was an encouraging major triumph. The AQMD smog bureaucracy had received copies of our advance federal filing of *Victor* documentation. They nevertheless palmed off on the media the excuse that this stupendous chain of clean air events was due to "freak meteorological conditions".

Commercial Support for Experiments

Early in 1988, Trevor Constable became associated with a young Singapore entrepreneur and international businessman, Mr George K. C. Wu, now Chairman and CEO of ERE. A multimillionaire with a real sense of adventure, he began working with us to make etheric weather engineering commercially viable.

As an almost ceaseless world traveller, George Wu had firsthand experience of the planetary scourge of smog, and envisioned the commercial potential of an effective and simple method of eradicating this curse. Here was truly a new way, inexpensive and effective. Further development was justified. He subsidised video production, equipment fabrication, transportation and other activity essential to keep the work moving. His intervention was both welcome and timely. The strain of 20 years was beginning to tell on the pioneers.

In the 1988 smog season, we stayed out of the Los Angeles smog scenario. Smog took a large upward seasonal jump,

back to 77 alert days from the *Victor* all-time low of 66 days. This put smog back near to the same level it had reached in 1985 and 1986. Our signature was thus already in the smog statistics and graphs, even as we prepared to impress it there with even greater clarity over the next two seasons.

We continued working on Spider development in 1988–89. Designs were fabricated and tested until we had physically manageable units that were effective in generating etheric vortices.

George Wu had some beautiful examples professionally fabricated in Singapore, and installed them on his office roof. He took some dramatic, 360-degree "fish-eye" photographs of the Singapore skyscape that bore graphic testimony to the tropical power of Spider equipment.

We continued with rain engineering experiments in Hawaii, California, Singapore and on the high seas. With George Wu's counsel and financial help, we decided in 1989 to run a pair of short projects against southern California smog that were within our capabilities and resources. The two operations would together cover three of the six months officially assigned as the smog "season". This would verify the effectiveness of the improved Spiders we were now using, in a challenging practical format.

This was a significant step upward from the July-only Operation *Victor*, but there were human limitations on what we could do. Sufficient personnel were not then available to permit a full-season operation.

We ran Operation *Breakthrough* in July, and Operation *Checker*

in September and October 1989. The seasonal impact of these operations was spectacular. Smog alerts dropped by a stunning 29.4 per cent, all the way down to a seasonal total of 54 alerts—an all-time record, far below even that of the record-smashing *Victor* operation.

This left little doubt that the increased efficiency and improved placement of our new units was responsible for this tremendous drop, since we had only used four stations. Our future in conquering smog looked rosy. Etheric technology could drive this scourge from the Earth!

Planning for Operation *Clincher*

George Wu decided on the basis of the 1989 success that funding an enlarged, full-season smog operation in 1990 was a justified investment. A success to match the previous two might well put etheric weather engineering "over the top" as a commercial venture against smog.

Plans were accordingly made to increase the number of Spider stations. More stations were essential. As the number of alerts was being reduced significantly, reducing them still further would be difficult.

We therefore developed a simple, low-profile, dependable and effective Mark II Spider that could be operated from any secure site that had AC power. The intention was to operate up to 14 stations, if suitable sites could be found and commissioned. All this was arranged by the spring of 1990, and brings the story of *Clincher* to its chronological starting point.

An article titled "Operation *Clincher*" is available from our website. It is an edited version of a special report from the May–June 1991 issue of *The*

Journal of Borderland Research. Compiled by Thomas Brown, then-director of Borderland Sciences Research Foundation and now ERE's distinguished webmaster, this report excluded, for space restrictions necessary at that time, the enlightening technical details in this Internet preface. With the additional information provided here, the reader can grasp that *Clincher* was no fluke or freak occurrence.

Thousands of hours of dedicated labour lay behind the smashing triumph that *Clincher* became, and which it remains to this day, as *the air pollution technology that nobody wants*. ∞

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